

## FACTS ABOUT

**Truck and Bus Regulation Small Fleet Provisions***Less stringent requirements for owners of three or fewer vehicles*

On December 12, 2008, the California Air Resources Board (ARB) approved a new regulation to significantly reduce emissions from existing on-road diesel vehicles operating in California. The regulation requires affected trucks and buses to meet performance requirements between 2011 and 2023. By January 1, 2023 all vehicles must have a 2010 model year engine or equivalent. For general information about the regulation, see Overview of the Truck and Bus Regulation. This fact sheet discusses the regulation's less stringent provisions for small fleets.

**How does the proposed regulation define a small fleet?**

A small fleet is any fleet operating in California with one to three vehicles.

**What would the regulation require of small fleets and when would the requirements take effect?**

Small fleets are exempt from the clean-up requirements until January 1, 2014 and may keep one vehicle that has a 2004-2006 model year engine with a PM filter until January 1, 2019. Reporting requirements start in 2011. A small fleet may comply with the same compliance options and take advantage of special provisions as other fleets. Table A shows various engine model years that meet the 2014 requirements and the earliest date the engine would need to be replaced or upgraded according to the best available control technology (BACT) compliance schedule for any fleet.

Engine Model Years	Complies Until
2003 - 2004 with PM filter	2016*
2005 - 2006 with PM filter	2017*
2007	2021
2008	2022
2009	2023
2010	Done

\* Small fleets may keep one 2004-2006 engine with PM filter until 2019.

The following are some examples of how small fleets that do not qualify for the special provisions could comply starting January 1, 2014.

**One Truck Fleet**

- one truck with a 2004-2006 engine equipped with a PM filter until January 1, 2019, or
- one truck with a 2007 or newer engine originally equipped with a PM filter would not be subject to any requirements until 2021, as shown in Table A.

**Two Truck Fleet**

- one truck having a 2004-2006 engine equipped with a PM filter until January 1, 2019, and one with an engine complying with the schedule shown in Table A; or
- one truck with a 2010 model year engine or newer and another truck with any model year engine equipped with a PM filter until 2017. By 2017, the second vehicle could be replaced with one having a 2010 model year engine or newer and the fleet would have met the regulation's requirements early. The fleet owner could instead replace the second vehicle by 2017 with a 2007 to 2009 model year engine and comply per the schedule in Table A.

**Three Truck Fleet**

- one truck having a 2004-2006 model year engine equipped with a PM filter until January 1, 2019 and the other two with engines complying with the schedule shown in Table A; or
- If one truck has a 2010 model year engine or newer, and another vehicle complies with Table A, the third vehicle is not subject to the clean-up requirements until 2016. Starting 2016, the fleet must comply with Table A.

**Why does the proposed regulation include different, less stringent requirements for small fleets?**

Almost 50 percent of the affected vehicles registered in California are owned by fleets that have three or fewer diesel vehicles. Small fleets tend to operate older vehicles and have fewer financial resources available to them when compared to larger fleets. Because of the limited number of vehicles in each of these fleets, small fleets are typically not able to effectively take full advantage of flexibility options provided in the regulation. Finally, providing additional time lowers the cost of compliance and provides more opportunities for small fleets to take advantage of incentive funding.

**Are there any special provisions small fleets may take advantage of?**

Yes, small fleets may also take advantage of any of the special provisions in the regulation. There are less stringent provisions for vehicles operated less than 7,500 miles per year, manufacturer delays, agricultural vehicles, unique vehicles, motor coaches, and other provisions. However, by January 1, 2023, all engines meet the 2010 new engine emission standards.

**Will incentive funding be available to help small fleets?**

Yes, there are a number of incentives programs available to small fleets. California has the largest clean air incentive program in the nation, the Carl Moyer Program, with more than \$140 million available each year primarily through the local air districts for on-road, off-road, and other diesel engines. Changes have been made to the Carl Moyer Program Guidelines to more effectively assist small fleets. These changes would make small fleets eligible for incentive funding to comply with the January 1, 2014 compliance deadline through the end of 2010. In addition, the first vehicle in a small fleet could be eligible for incentive funding up to January 1, 2014, if being replaced with one having a 2010 model year engine.

In addition, through the Goods Movement Emissions Reduction Program (created by Proposition 1B), \$360 million has been allocated to reducing emissions from trucks transporting goods through key transportation corridors (with another \$400 million for trucks going to ports and railyards). Small fleets may be eligible if replacing their truck two years in advance of regulatory requirements. Small fleets are also the focus of a grant and loan guarantee for truck owners.

Many Federal and State programs are administered by local agencies so vehicle owners should check with their local air quality management district for funding opportunities.

**Where can I find more information about the regulation?**

Fact sheets, compliance tools, and regulatory documents are available at [www.arb.ca.gov/dieseltruck](http://www.arb.ca.gov/dieseltruck) or by calling the ARB's diesel hotline at (866) 6DIESEL (634-3735). You may also obtain this document in an alternative format by contacting ARB at: (916) 322-4505 (voice); (916) 324-9531 (TDD, Sacramento area only); or (800) 700-8326 (TDD, outside Sacramento). TTY/TDD/Speech-to-Speech users may dial 711 for the California Relay Service.